

WHAT IS CLAIMED IS:

1. An oil pressure control device for an automatic transmission, comprising:

a hydraulic servo that engages and disengages a friction engagement element;

a pressure adjusting unit that adjusts an original pressure from an oil pressure source to provide an adjusted oil pressure and supplies the adjusted oil pressure to the hydraulic servo, the pressure adjusting unit having a first port to which the original pressure is supplied, an output port for outputting the adjusted oil pressure, and a second port for draining oil during a pressure adjustment;

a changeover valve having a first input port to which the original pressure is supplied, a drain port, and an original pressure output port that is selectively connectable to the first input port or the drain port; and

a connecting oil passage connecting the first input port and the oil pressure source, wherein the second port of the pressure adjusting unit is connectable to the connecting oil passage via the original pressure output port.

2. The oil pressure control device according to claim 1,

wherein the pressure adjusting unit includes a control valve, and a solenoid valve that supplies a control pressure for controlling the control valve, and

wherein the control valve has a control oil chamber to which the control pressure is input, and

wherein the changeover valve is disposed in a control pressure supply oil passage extending from the solenoid valve to the control valve, and has a second input port to

which the control pressure from the solenoid valve is supplied, a third input port to which the original pressure is input via an oil passage branching from the connecting oil passage, and a control pressure output port connectable to the control oil chamber, and

wherein the changeover valve is changed between a first position where the second input port and the control pressure output port are connected so as to supply the control pressure to the control oil chamber, and a second position where the third input port and the control pressure output port are connected so as to supply the control oil chamber with the original pressure via the connecting oil passage, instead of the control pressure.

3. The oil pressure control device according to claim 1, further comprising:

a first oil passage that connects the original pressure output port of the changeover valve and the output port of the control valve, and

a second oil passage branching from the first oil passage and connected to the hydraulic servo at a downstream side of the control valve, and

wherein the second oil passage is provided with a one-way valve that allows only supply of an oil pressure to the hydraulic servo.

4. The oil pressure control device according to claim 2, further comprising:

a first oil passage that connects the original pressure output port of the changeover valve and the output port of the control valve, and

a second oil passage branching from the first oil passage and connected to the hydraulic servo at a downstream side of the control valve, and

wherein the second oil passage is provided with a one-way valve that allows only supply of an oil pressure to the hydraulic servo.

5. The oil pressure control device according to claim 1, wherein the original pressure is a range pressure supplied via a manual valve.

6. The oil pressure control device according to claim 2, wherein the original pressure is a range pressure supplied via a manual valve.

7. The oil pressure control device according to claim 3, wherein the original pressure is a range pressure supplied via a manual valve.

8. The oil pressure control device according to claim 4, wherein the original pressure is a range pressure supplied via a manual valve.

9. The oil pressure control device according to claim 1, wherein the friction engagement element is a vehicle launch clutch.

10. The oil pressure control device according to claim 2, wherein the friction engagement element is a vehicle launch clutch.

11. The oil pressure control device according to claim 3, wherein the friction engagement element is a vehicle launch clutch.

12. The oil pressure control device according to claim 4, wherein the friction engagement element is a vehicle launch clutch.

13. The oil pressure control device according to claim 5, wherein the friction engagement element is a vehicle launch clutch.

14. The oil pressure control device according to claim 6, wherein the friction engagement element is a vehicle launch clutch.

15. The oil pressure control device according to claim 7, wherein the friction engagement element is a vehicle launch clutch.

16. The oil pressure control device according to claim 8, wherein the friction engagement element is a vehicle launch clutch.